Sixteen of our ride leaders led 367 Lehigh Wheelmen and guests on 29 rides in September for a strong start on autumn riding. Your top five ride leaders for the month were Dave Sheffield with 4 rides and 53 riders; Jack Helffrich 3 rides/66 riders; Paul Smith 3 rides/39 riders; Donalee Frary 3 rides/14 riders; and Richard Baldock 3 rides/10 riders.

Year-to-date leaders for rides reported through October 24th are headed up by Richard Baldock (aka King Richard) leading 62 riders with 260 riders followed by Torie Loven 33 rides/272 riders; Donalee Frary 33 rides/208 riders; Jean Black 24 rides/211 riders and Jack Helffrich 21 rides/332 riders. Dave Drummer continues to hold the Mr. Popularity spot averaging 24 riders on each of his rides.

A reminder for our ride leaders: Our ride year runs December 1st through November 30th. Be sure to report your rides promptly at lwairleader@ptd.net so we’ll have an accurate year-end ride tally report at our Holiday Party.

We still have lots of great riding opportunities this fall. Check http://www.meetup.com/Lehigh-Wheelmen-Association/events/ to find your perfect ride.

Dick McCreight
AN OPEN LETTER TO THE LWA: PLANNING TO CRASH?

Of course, no one plans to crash. However, if you are going to crash on a group ride, then doing so on an LWA ride should be your preferred choice! From the moment I hit the pavement on 9/23, LWA members were assisting me in every imaginable way and have continued to provide on-going follow-up support since my crash. Making sure I didn’t have a concussion, driving my car home, meeting me at ER, visits while I was in the Trauma Unit and at the Inpatient Rehabilitation Center, driving me home upon my discharge on 10/7, staying with me that day until my daughter arrived from Pittsburgh, driving me to a PT appointment, helping Valerie get 8 garbage cans full of yard debris to our township recycling center, visits at home, get well cards, emails, calls, etc. Valerie and I are grateful and most appreciative of all of the tangible and intangible support you have provided.

Additionally, because I crashed on an official posted LWA ride, I should be covered by the LWA’s secondary insurance policy. President Dave Sheffield filed an accident report right away with our insurance group. Eventually I plan to file a claim based on my out-of-pocket expenses after my primary insurance has paid its full obligation. Examples include discharge Rx(s), doctor copays, PT copays, assistive devices, etc. After I learn what is covered, I’ll submit a follow-up summary article. I expect to continue to incur some of these additional expenses for at least several more weeks. It will not be necessary to test the equipment coverage of the LWA insurance because I managed to protect my bike with my body. When I was prone on the pavement, I didn’t even think about my bike!

Despite being pretty banged up on my left side (broken collarbone, hand and femur near the hip socket [location necessitated hip replacement]), my recovery has progressed remarkably well. For over two weeks I’ve been walking a mile (with a cane) every day, doing recommended PT and right arm exercises daily since discharge, and climbing/descending stairs as soon as I arrived home. I am now doing some walking within the house w/o the cane. The hip surgeon has advised me not to walk or cycle on a stationary bike more than a combined 30 minutes per day because of the risk of developing scar tissue that would inhibit forming the strongest possible bond between the femur bone and the artificial hip. Although I could progress faster, doing so might prevent achieving the best possible long-term result. Sometimes less is better.

My best estimate for returning to cycling is the beginning of 2016 weather permitting, which might mean spring if we have a repeat of last winter.

Thanks again for making LWA such a wonderful organization.

Richard Baldock

LWA HOLIDAY PARTY
DECEMBER 6, 2015

LWA MEMBERSHIP NOTES:

WELCOME NEW MEMBERS
Jason Anderson
James Wunderlich
Armand Dalessandro Jr.

MEMBERSHIP RENEWAL
Membership payments during the LWA website and member database transition period:

As most of you are already aware, our website and membership database were hacked ~9/28 and have been locked and frozen since then. A transition with a required software upgrade to a new website and member database was already underway and we hope that it will be launched prior to our annual Holiday Party, scheduled for 12/6/15; however, we do not currently have a firm launch date commitment at this time.

Because of successful Donut Derby and Gap Gallop events in 2015 there will be a significant subsidy again this year for LWA members attending the Holiday Party (your membership must be current through at least 12/6 to qualify for the reduced rate). If you currently have an Individual membership and plan to attend with a family member guest, you should consider upgrading your membership from Individual to Family (Membership Administration will calculate a prorated expiration date). If you have any questions, please email Membership Administration.

If you have any doubt whatsoever regarding your current expiration date, then we strongly suggest that you renew ASAP (if you renew earlier than necessary, a full year will be added to your current expiration date, so renewing early will not penalize you).

Because of the current website situation we recommend two renewal [or joining as a new member] methods (preference in the order listed).

• (snail mail) Mail your renewal check ($15 Individual, $25 Family) payable to LWA, P.O. Box 140 Trexlertown, PA 18087.

• (PayPal) Make a direct payment to LWA (email: lwa.membership@gmail.com) via either your PayPal account, or via PayPal on a "pass through" basis using a credit card.

As soon as you either mail your check or initiate a payment via PayPal, alert all of the following via email re: your action (Name(s), payment amount, purpose of payment).

Richard Baldock Membership rb314159@rcn.com
Rob Smith Membership rbsmith@ptd.net
Tina Lawrence Treasurer tmlaw33@gmail.com

Thanks for your patience in the interim while the website/database issues are being resolved.

LWA Membership Team
Mootsie and I had a new tube installed in short order, but the quick change turned into an extended repair job when I got out my CO2 inflator. I had used this on an earlier ride to help a friend, and he had repaid me by giving me a replacement cartridge. Unfortunately, my inflator uses threadless cartridges, and I failed to notice that he had given me a threaded one.

Mootsie inquired at a nearby house, and the owner graciously allowed me to use his compressor. This was helpful only because I had a presta-schrader adapter in my seat bag. I highly recommend carrying one of these, as it can be a lifesaver. Its an awful feeling when you find someone with compressed air but the wrong interface.

In summary, we all get flats, but things go much smoother when we follow the Boy Scout motto to 'Be Prepared'.

Let this be a reminder to check the condition of your tires frequently and in detail and to maintain your equipment. My seat bag always contains the valve adapter (presta on the tube to schrader on the pump), a master link for my specific chain (10-speed), a pair of latex gloves and a glueless patch. These items weigh almost nothing and take up very little space. The CO2 cartridge in my bag is now one that will actually do me some good, and its next to a new tube and a vulcanizing patch kit.

Jack Helfrich

LWA HOLIDAY PARTY 2015
DECEMBER 6, 2015

This year’s LWA Holiday Party will be on December 6, 2015, at the Green Pond Country Club, 3604 Farmersville Road, Bethlehem, PA, with a 5:30 cash bar and 6:30 seated dinner, followed by fun and dancing.

Registration will be through Bikereg. I will also put an announcement on Meetup as soon as the budget is finalized. Cost per person has not yet been determined.

Cathy Odom

ANOTHER FLAT (OR NOT)

Flat tire update.
I got one.

Several of my cycling friends and I have noticed a significant DECREASE in the number of flats we have been experiencing in the past few years. Gone (hopefully) are the days when our group of 8-10 cyclists had to contend with four flats on a single ride. Still, we are never immune.

I attribute my personal success to the switch to Continental Gatorskins.

In the fall of 2012, prior to riding Cycling Oregon, I asked Scott at BikeLine Allentown to recommend a tire. I told him that I was willing to sacrifice some speed/performance in favor of durability/longevity, and he recommended the Contis. I have been using them since and replace them yearly.

Sadly, my three year streak ended recently. On a Monday night club ride, I noticed a little rear end 'drift' while going through a turn. That, and when I couldn't keep up with Mootsie, I knew something was definitely wrong. A stop and a quick check revealed that, while the rear tire was not totally deflated, it had gone soft. Closer inspection found an almost microscopic glass shard embedded in the tire, and a tiny pin hole in the tube.

I suspect that this had been picked up much earlier, as I remember riding through some broken glass on Weilers Rd. near Hamilton. Had I thoroughly inspected the tires at the time of this incident, the flat might have been avoided. My extended flatless streak had made me complacent.
CHICKS DON'T CHANGE FLATS

I ride a bike. I ride with others, some of whom are women. When some of these women throw their leg over the top tube of a bike, they cease all resemblance to the fairer sex and become fierce competitors and hungry animals who take great pleasure in soundly kicking my ass. But as we all know, air will not be contained in skinny little tires indefinitely, and when the inevitable puncture or blowout happens to that cheetah who teased me up the last big climb, the insanely maniacal grin transforms into an irresistible pout, and the eyes that pierced are now eyes that plead. It was a woman who mounted the bike and a woman once more who dismounts and, for one, am thoroughly glad of the respite to catch my breath.

I believe firmly that a chick should know how to change a flat because, after all, she may be on her own one day and simply need to do it. I firmly believe also that chicks don't change flats when there's a guy along on the ride to do it. Not because men are superior in flat-changing; hell, I've watched in agony as the monstrous male ego prevented anyone from helping him change his own flat (or god forbid, doing it for him). Men can be absolute dolts when experience and expertise is needed yet refused. Only a decidedly strong personality can snatch the wheel out of another's hands with an 'I got this, bud' and not be rebuffed. No, men are frequently inferior. A mature and experienced woman may watch with smiling patience as a guy takes 3 times as long to change a flat as she would have. We are each fulfilling important roles, however.

While all women may not relate to this - and no offense is meant by those who don't - chicks are different than men in a couple of ways....imagine! Strange but true, guys. Tires and chains are a greasy, dirty affair. My girlfriend Kate is a tomboy from way back and digs getting elbow deep in muck, but will happily step aside if I want to change her flat. When you're on a ride and want to keep the muscles warm and continue enjoying the pleasurable pain you're experiencing, there's a vast difference between knowing how to change a flat, and being able to do it quickly and expeditiously. That said, I've watched women change flats in under 4 minutes ('the standard', guys), and watched guys struggle with pitchfork and shovel to complete the job in half an hour. And finally, many women associate pleasure and connectedness to any man - her man or another - who cares about her welfare. Granted, a man's ego may enjoin him to a task such as this as opposed to a sense of chivalry, but a chick will usually look upon it with favor, regardless of motive.

What I learned at an early age is that men do certain things for women - not because women can't do for themselves - but because it's the right thing to do. Things such as: opening car doors, carrying packages, going to the door to pick them up, unloading the groceries, walking between them and traffic, and naturally, changing flat tires. When rebuffed by any woman who prefers to do these things themselves, I graciously step aside because that in itself becomes the right thing to do. I admire, revere, and respect women. Hell, I love women! I've discovered uncharted universes when talking with them and have learned so much about them AND myself when I'm smart enough to shut up and listen. I've become a more mindful, aware and enlightened being by learning how to relate feelings vs. facts and listening vs. solving problems.

Guys, you're wonderful and I dig you too, but women have taught me more about what's really valuable and important in life, and I continue to be grateful and amazed at every turn. I learn weird things by changing flat tires, and I wouldn't have it any other way.

Brian Wacik

GIVE ME 4

The Montgomery County Sheriff's department recently began putting up 250 bright yellow signs informing or reminding motorists of the PA "4-foot" law governing motor vehicles passing cyclists which has been in effect since February 2012. According to news sources in the Philadelphia area, the sheriff apparently instituted this measure after realizing that he himself was unaware of the three-year old change to the PA motor vehicle code. The Montgomery County signs are mostly being placed along high traffic routes near the 60 miles of bike paths in the county; however, the law covers motorists and cyclists throughout PA on all roads, no matter how lightly or heavily traveled.
The "4 foot law" as it is most commonly referred to is found in Chapter 5 of the PA Motor Vehicle code. The section governing interactions between motorists and cyclists has some other interesting facets included in the 2012 amendment; therefore, the entire section has been included as follows:

"SAFE PASSING IS THE LAW"
1. Before passing, you must first decide whether you can maneuver around the bicyclist. Be sure to check for oncoming traffic. When passing, you must allow at least four (4) feet between your vehicle and a bicycle in order to pass safely. If necessary and if you can do it safely, you are permitted to cross the center double yellow line so you can maintain the four (4) feet of clearance between your vehicle and the bicycle.
2. Unless making a left turn, bicyclists traveling more slowly than passing vehicles must keep to the right side of the roadway and must travel in the same direction as the rest of traffic. However, this requirement is waived on roads with a single lane in each direction.
3. When there is only one travel lane, bicyclists may use any portion of the lane to avoid hazards on the roadway, including keeping a safe distance from stopped and parked cars.
4. Drivers cannot turn into the path of a bicyclist who is riding straight ahead on a roadway or shoulder.
5. You cannot force a bicyclist off the road. If you do this, you may face criminal charges.
6. Bicyclists are considered to be vehicle operators and are expected to obey all traffic laws; however, they may travel at less than the posted minimum speed and may not be cited for impeding traffic. Bicyclists may operate on a shoulder or berm, but are not required to do so.

Laws governing the distance motorists are expected to allow when passing cyclists are also found in other countries, though, of course, the distance required varies from the 4 feet prescribed in PA. For instance, Towards Zero, an initiative of the Road Safety Commission in Western Australia, has produced a TV ad which cleverly reminds motorists of the 1.5 meters or 4.9 feet which should be allowed when passing a cyclist.

The humorous but informative clip can be viewed on YouTube at the following link (provided by Cindie Underhill):

http://tinyurl.com/distance-matters-video

sources:
http://www.dot.state.pa.us/Public/DVSPubsForms/BDL/BDL%20Manuals/Manuals/PA%20Drivers%20Manual%20By%20Chapter/English/PUB%20095.pdf

http://tinyurl.com/distance-matters-video

GMack

FLYIN’ MAGUIRE’S FIRST IRONMAN

On October 11, 2015, LWA member Lenni Maguire completed her first full Ironman triathlon in Louisville, Kentucky. Lenni, who was featured in an LWA Rider Profile article in September 2014, finished 6th in her age group in a field of 33, with a combined time of 12:36:30 for the event’s 2.4 mile swim, 112 mile bike, and 26.2 run. Lenni’s training and racing have clearly come a long way since the time she prepped for the cycling portion of her first sprint triathlon “on a borrowed 1980’s Schwinn 10-speed which helpfully self-shifted to higher gears on ascents.”

Here’s Lenni’s Ironman story in her own words:

“A year ago, then LWA President Jack Helffrich was good enough to include an article in the Quick Release as an email “interview” of my triathlon pursuits where I mentioned a possible IronMan in my future. The future rolled around and two weeks ago, I was in Louisville, KY, ready to compete in my first and almost undoubtedly last IronMan.

“Let me say at the start, thanks to everyone for their good wishes before hand and kind words afterwards. It is hard to quantify how the many, positive, supportive wishes helped me maintain the very necessary can-do attitude through training and to the finish line. Many have made the mistake of asking how “it” went thereby opening the floodgates of my gushing response. Luckily, in the written form, folks can skim or skip and don’t have to feign interest, so here goes!

“The IronMan went great! My time was 12:36:30, 6th in my age group (of 33 finishers), and it was within the 30 minute window I had hoped to hit. (Over the summer, I know I had said 15 1/2 hours was my outside time prediction but that was with everything going okay, not great.) My swim was 1:08, bike was 6:14, run was 4:55, and the two transitions totaled about 18 minutes.

“The weather was perfect, the water was a good temp but wetsuits were still permitted (adds helpful buoyancy), the bike course was very similar to biking around here without any real
hard climbs, the roads were mostly in very good condition, and the run was flat (though seemingly endless). There is a long list of things that can go wrong from unpleasantly wrong (chafing, blisters, flats) to miserably wrong (rain, too hot/cold) to tragically wrong (bike crash or other race ending event), and I was very fortunate that everything went as well as could be hoped. The volunteers at all of the aid stations (food, water, transition, etc.) were absolutely amazing. They were attentive, focused, and determined to be helpful to every athlete’s needs. Their contributions were a great part of making the day such a success. I was also blessed to have the wonderful, endless support from my husband, Steve, a.k.a. IronSherpa. My sister came, too, kept Steve company, became the Sherpa assistant, cheered heartily, and happily celebrated my success. An added bonus was to have fellow triathlete, Ben Rotherham, right there at the start and having his own successful IronMan race. It’s Ben I have alternately thanked and blamed for finding an IronMan with a flat run, no ocean swim, and a drivable distance from home.

"Here’s my 20/20 hindsight: By the time all of the training has been done, the swim and the bike are much like a long training day. That doesn’t mean they’re easy but they are manageable. The run, in sharp contrast, was a tough challenge. Many things need to go well, but unless it’s a race ending problem, you roll with the punches and move on. Easy for me to say since nothing much happened to me (a spill of sticky stuff on my sunglasses in transition that took some time to clean up and my wetsuit chafed my neck rather severely). It’s a long day but, as with any race, crossing that finish line felt great. This one may have felt a bit greater than most!”

Lenni Maguire

**QRQ**

**QRQ OF THE MONTH**

**NOVEMBER 2015**

The QRQ for October 2015 was to provide a caption for the following cycling related photo:

The readership response to the above photo was remarkably unremarkable, perhaps due to the rather mundane scene depicted or the unrecognizable identities of the cyclists featured. FYI, the LWA members present in the team-fix-a-flat photo are Tim Reilly, Brad Polechar, Terry Terfinko, and Bill Derby. Be sure to read the stories about the challenges presented by flat fixing by Jack Helffrich and Brian Wack featured earlier in this month’s newsletter.

In any case, thanks to the following club members who sent in captions:

"LWA teamwork & One Confused Cyclist"

_Dave Sheffield_

"How many Wheelmen does it take to fix a flat?"

_Burma Jones_

"The great Wheelmen two-man pump team at work!!!"

_Myrna Mynkoff_

"Two working, two watching---looks like a PennDOT road work crew."

_Ignatious J. Reilly_

The QRQ of the month for November 2015 is to provide a caption for the cycling related photo found at the top of the next page.
QRQ OF THE MONTH
NOVEMBER 2015

The QRQ for November is the provide a caption for the following cycling related photo (submitted by Carl Z.):

As a special Halloween bonus, this month’s QRQ includes a second photo (submitted by Dave S.) for your edification and fascination. Identify the LWA member in the following photo and/or provide a caption for this Wheelmen in disguise.

Be sure to submit your responses to the QRQ by November 20, 2015. Submit all captions to grmm3@ptd.net

GMack QR Editor

VELO BARN CLEANUP CREW
OCTOBER 16, 2015

Our LWA Barn Room at the Velodrome is heavily used throughout the summer. In fact, it was getting pretty cluttered after the Donut Derby and Gap Gallop supplies & equipment were returned in October. I thought we were going to have to rent a 2nd barn room to store all of our LWA stuff. Thanks to Jimmy Saake and his team of 7 highly energized LWA members, a second room rental is now definitely not required.

On 16 October, Jimmy Saake scheduled a MeetUp to cleanup the LWA Barn. Possibly due to the title Jim gave the event, "The Jack Helffrich Presidential Library Decommissioning," or the mention of lunch included, the morning event was quite heavily attended. Seven LWA members went to work and after 2 hours of cleaning, organizing, reorganizing, and decommissioning, the barn room looks totally different. His team worked together just like a well-tuned pace line. The crew not only reorganized the barn, but Jane Derby and Dick McCreight also organized our DD & GG Ride Event Waivers which we have to keep for 10 years. The waivers are now safely tucked away in the brown file cabinet in the storage area. Jane also ceremonially ordained the left front corner of the LWA Barn Room as the "Grill & Chill Corner." May God have mercy on anyone who messes with the Grill Master's equipment & provisions......that's Debby T's space.

After the 2 hour whirlwind organizing event, the group went out for lunch and of course...a ride.

Thanks to all who helped......you guys rock!

Dave Sheffield
GMack

LWA CLASSIFIEDS

FOR SALE

Klein Palomino XV dual suspension mountain bike.
Size medium, I believe. It fits me, and I ride a 55 cm road frame. Price negotiable. Contact Dave Drummer.
beammeup42@ptd.net

FOR RENT

2 HARD-SIDED BICYCLE TRAVEL CASES, Club owned, for rent to members for up to 4 weeks. $25 for 1 or 2 weeks, $50 for 3 or 4 weeks. Plus security deposit required for any rental. Contact Dick McCreight dickmcc@ptd.net

Ads must be private buy/sell/wanted/etc. having to do with bicycling and/or other sports. Ads must be submitted by the 20th of the month to appear in the following month’s newsletter. Send ads to gbмack@ptd.net

LWA HOLIDAY PARTY
DECEMBER 6, 2015

LWA ORGANIZATIONAL SKILLS:
NOVEMBER 2015
**LWA Discount Sponsors**

Receive a 10% Discount with your LWA membership card!
(unless otherwise noted)

**Action Wheels**
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Bethlehem, PA 18018
610-866-1113
www.action-wheels.com

**BikeLine Allentown**
1728 Tilghman St.
Allentown, PA 18104
610-437-6100
www.bikeline.com

**BikeLine Bethlehem**
2112 Schoenersville Rd.
Bethlehem, PA 18018
610-691-0943
www.bikeline.com

**Bikesport**
325 West Main Street
Trappe, PA 19426
610-489-7300
www.bikesportbikes.com

**Curt’s Cyclery**
Route #248
Nazareth, PA
610-759-5134
http://curtscyclery.com/
info@curtscyclery.com

**Cutters Bike Shop**
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Bethlehem, PA 18015
610-419-4207
www.cuttersbikeshop.com

**Fitness Central Bike Shop**
4337 Route 309
Schnecksville, PA 18078
610-769-7300
www.fitnesscentralinc.com

**Keswick Cycle Co.**
408 N. Easton Road
Glenside, PA 19038
215-885-7433
www.keswickcycle.com

**Saucon Valley Bikes**
824 Main St.
Hellertown, PA 18055
610-838-1500
www.sauconvalleybikes.com

**Sleeping Dog Professional Cycles**
330 W. Weis St.
Topton, PA 19562
610-682-1000
www.sleepingdogprocycles.com

**South Mountain Cycles & Coffee Bar**
337 Chestnut Street
Emmaus, PA 18049
610-967-4490
email: smcbikes@ptd.net

**Spokes Bike Shop**
16590 Route 61
Hamburg, PA 19526
610-562-8900
www.spokesbikeshop.com

**The Velo Shop**
6465 Village Lane, Suite 8,
Macungie, PA 18062
267-374-3915
www.theveloshop.net
info@theveloshop.net

**Village Bicycle Shop**
7 South Village Circle
Reinholds, PA 17569
610-742-4786
email: gs391@verizon.net

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